

Bennington Banner

BENNINGTON, VERMONT.

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WEDNESDAY, JULY 27, 1921.

TWENTY YEARS AGO

Only a score of years ago:
Nobody had a silo,
Ladies wore bustles,
Nobody swatted the fly,
Nobody wore white shoes,
Cream was five cents a pint,
Cantaloupes were muskmelons,
The hired girl drew \$1.50 a week,
You never heard of a "tin Lizzie,"
Milkshake was a favorite drink,
Most young men had "livery bills,"
Nobody "listened in" on a telephone,
Nobody cared about the price of gasoline,
Farmers came to town for their mail,
The butcher "threw in" a chunk of liver,
Folks said a pneumatic tire was a joke,
There were no sane Fourth's nor electric meters,
Strawstacks were burned instead of baled,
People thought English sparrows were "birds,"
People thought English sparrows were "birds."

WORDS OF WISE MEN

The strength of will is the test of a young man's possibilities.
The conscientious critic should first begin by criticism of himself.
Some doubts are as generous and passionate as the very noblest conditions.
How many could be made happy with the blessings which are restlessly thrown away.
Good words will do more than hard speeches; as the sunbeams, without any noise, make the traveler cast off his cloak, which all the blustering of the wind could not do, but made him bind it tighter.

How To Retrench

Commenting on the widely published statement of Ex-Governor Allen M. Fletcher in regard to state expenses the Bennington Banner, whose editor is a legislative veteran says:
During the last twenty years we can remember seeing and hearing a good many of groups of lobbyists at the state-house demanding or beseeching generous expenditure of state money on some public or semi-public cause but we do not remember ever seeing a party of citizens there urging the limitation of expenses and extravagance.

That is perfectly true. The taxpayer is at home, attending to his business and trusting perhaps too fondly and implicitly to the men he has elected to represent him at Montpelier.

The uplifter is there; he hasn't anything else to do.

The special interests are there; they pay good men to represent them.

The multiple and multiplying state departments are there; it's their business to bleed the treasury for all it will stand—and more.

The hundred and one petty place-mealers who want the state to "help them out" are all there; they attend to it.

On the other hand, the Governor is there; but he can only veto scattering items and "make it stick."

The board of control and the budget committee are there; but the legislators refuse to be bound by their recommendations.

The committees on ways and means, appropriations and finance are there and sound warning from time to time; but the members over-ride or ignore them.

Whose business is it to stop wasting the people's money?

Everyone's business and no one's business unless we happen to have men in either House or in the Governor's chair who will "stand up to the rack" and at least throw their weight on the side of retrenchment.

It may be that the taxpayers of the state should form a league and maintain a lobby in Montpelier, but surely there are honest men in every town who can be sent there with a positive mandate.

No state tax; no increase in any standing appropriation; no new appropriations except absolutely necessary & direct horizontal cut in all departments and state activities. Are there 35 men in 125 towns who will join with a Governor in carrying out that program?—Rutland Herald.



ESSEX



Its Owners Say:

"My next car another Essex--

In a recent investigation, conducted by a great national magazine, to determine what percentage of owners would get the same make of car, when they bought again, the Essex showed next to the highest percentage. Only one car, higher in price, and far longer on the market, excelled it in owner preference, by a margin so narrow as to be almost negligible. So these letters accurately reflect the feeling of nearly every Essex owner.

"Considers No Other Car."

"The fleet of Essex cars purchased for the use of our salesmen is proving more than satisfactory. We are pleased to advise those cars, on which we keep detailed records, have averaged 18.4 miles per gallon of gasoline, are very economical on lubricating oil, and extremely easy on tires. We are so well pleased with Essex cars and their low operating cost that we would not consider using any other equipment, regardless of first cost."

R. E. THEINHARDT, Manager,
State Improvement Co.,
Helena, Mont.

"To Increase Essex Fleet"

"Our Essex cars were purchased 10 months ago. The upkeep has been far below normal—a big factor in this line since a car is put to the supreme test, considering various drivers of questionable ability, and the number of

hours in service each day without proper attention from renters.

"The only expense to date has been grinding the valves, outside of ordinary cleaning. We have over 50 cars of different makes in our fleet, but our experience with Essex has been so satisfactory we expect to add substantially to the present number in the near future."

PARSONS BROS.,
Rental Service,
Los Angeles, Calif.

"Every Essex Sells Another"

"The performance of my Essex, which has been driven approximately 10,000 miles, has been absolutely satisfactory. As I love the Essex cannot be excelled by any car. I am placing my order today for a roadster to be used as our office car."

E. O. DAVIS,
Paducah Hose & Mills,
Paducah, Ky.

"Too Good to Trade"

"We will not trade in any of our Essex cars, but will use them another season. They were used constantly since the spring of 1920 and the men who drive them requested me not to trade them in this year, as each is convinced he has the very best car on the road, and the best motor he ever rode behind."

"As rapidly as our cars are retired we will take on the Essex. They are just as light on tires, use less gas than the —, cover a mileage faster, are easier on the men. Practically no time out for repairs."

WALRATH & SHERWOOD,
LUMBER CO.,
Omaha, Nebr.

"Replaces Essex with Essex"

Ralph Carl who's a grocer of Los Angeles recently bought a new Essex roadster, because the five used previously by his salesmen were so satisfactory. This is the record of the first five:—

"In service 16 months. Highest mileage 27,000 miles. Lowest mileage 13,000. Highest expense on any of the cars was \$82.60. The average of all five was \$43.85. City driven cars averaged 14 to 16 miles on gasoline. The country driven cars averaged 18 to 20 miles on gasoline."

"50,000 Miles of Hard Service"

"I purchased my Essex, August 23, 1913. I have used the car continually in the rent car service, over all kinds of mountain roads and through the oil fields, putting it through the most severe tests. I have driven the car 50,000 miles and my gasoline mileage has averaged 23.7 miles per gallon. I ran three original fabric tires 24,000 miles and the fourth tire 28,000 miles."

"The upkeep of the car is very low, and I think this is a wonderful record. My next car will be an Essex."

W. A. HALL,
Bakersfield, Cal.

and I tell my friends to buy Essex"

"Only Essex for Me"

"Have driven my Essex 20,354 miles in 7 months. Gas consumption averaged 19 miles to the gallon. Twenty-four gallons of oil were used. No repairs whatever were made during this period, and the engine was not cleaned until approximately 12,000 miles had been covered. Have driven cars the last 6 or 7 years. Cars with me have to do exceptionally heavy service, and this year will be the first I have ever used the same car for the second season, as I am doing with my Essex."

"Naturally it would be hard to sell me any thing but an Essex in the future—not only for

endurance but for getaway, pep and a round performance."

P. E. QUAY,
Saginaw,
Michigan.

"Glad to Tell Others"

"My Essex roadster, purchased in August, 1919, and driven over 20,000 miles to date, very satisfactory. Am always pleased to recommend the Essex."

WALTER T. ANTHONY,
National Cash Register Co.,
Manchester, N. H.

"I Am Your Best Salesman"

"Have driven my Essex 16,408 miles. Had driven 8 different makes of light cars and none would be a better car. I drive a car hard—bad roads, all weather. Upkeep has been practically nothing. Its remarkable performance and the satisfaction it has given has led to many more Essex sales, as I believe I have been more successful in selling Essex cars than any of your salesmen. The car to day is free of squeaks and rattles."

A. J. ROCKETT,
A. Bruce Piano Co.,
Milwaukee, Wis.

"50,000 Miles—Never Failed!"

"My Essex was purchased in March, 1919, and has been driven more than 50,000 miles. My car will average 20 miles to the gallon of gasoline in the city and will give greater mileage in the country. My total repair expense has been less than \$150. It has never failed me, and I would not consider any trade that you could offer."

"I believe I could sell an Essex to any prospect who would drive my car for 30 minutes."

FIRMAN L. CARSWELL,
Firman L. Carswell Mfg. Co.,
Kansas City, Mo.

Why buy any car blindly when it is so simple a thing to ask owners?

Find out how the car you are thinking of buying has served others. What mileage does it give on gasoline, oil and tires? What are upkeep costs? Is the second or third 10,000 miles just as satisfactory as the first?

Would the owner you inquire of buy another car of the same make?

You can be guided by what owners tell you. Ask them for the facts. We urge buyers to do that no matter whether they are considering Essex or another car.

Of course the good looks, easy control, getaway, power and speed of Essex are quickly seen. It is simple to show and convince anyone of its superiority in these qualities over any car within hundreds of dollars of its price.

But the real quality of Essex cannot be shown in the new car. Time only emphasizes its long life. The many details that prolong its efficiency are not conspicuous in a casual examination.

The Essex frame does not weave. The body, doors, radiator, every part fits and stays snug and tight, and free of noises. As you buy a car for transportation the most important question is the way it fills that requirement. Its constancy and reliability—its capacity to stand hard use—even abuse—are of first importance. Those things determine value.

Owners will tell you that Essex does these things. And whatever car you consider should be judged by what old time owners say of it. And we feel no car will receive such endorsement as Essex.

Remember Essex Prices Have Been Reduced \$350

Hudson and Essex Salesroom
The Bennington Garage

Main Street

E. W. WILLIAMS, Prop.

Bennington, Vt.

GEORGE H. THOMPSON, M. D.
F. A. C. S.
Practice Limited to
THE EYE, EAR, NOSE & THROAT
Certificates from American Board of
Ophthalmology.
18 Ashland St. directly opp. Postoffice
NORTH ADAMS, MASS.

Vulcanizing

W. H. PELSUE
Left of Bennington Wholesale Co.
Rear of 134 North Street
Phone 508-M. Tires and Tubes

Undertakers

PARKER-ATWELL CO.
UNION STREET, BENNINGTON, VT.
PRIVATE FUNERAL CHAPEL
MOTOR EQUIPMENT
PROMPT, EFFICIENT SERVICE
Arlington Phone 42-18
Office Phone, Bennington 409

Furniture, Stoves, Agents and Galvanizing
Ed Ware, Farm and Garden Tools,
Rugs and Linoleum.
We always pay the highest cash
price for all kinds of second hand furniture,
men's clothing, jewelry and diamonds.

Potter's New & Second Hand
Store.
206 River St. Tel. 503-W.

The Travelers Insurance Co.

H. A. WILKINSON, Agent
ALL LINES OF INSURANCE
130 Putnam St. Phone 404-M

Taxi

When in need of a taxi, day or night,
for long or short trips, call 262-W.
Rates reasonable.

McBride & Barry
120 North Street.

Geo. E. Donnelly

Teacher of
Violin and Mandolin
Dealer in Musical Instruments, Violins,
Bows, Cases, Strings, Mandolins, etc.
116 1/2 Union St. Phone 462-W.

\$10 REWARD

A reward of ten dollars is offered
to any person who aids in the arrest
and conviction of anyone meddling
with waterpipes, fences or other property
on the Soldiers' Home.
George P. Martin, Supt.

HENRY S. GOUDALL

A. B. M. D.
Physician and Surgeon
Special attention to
DISEASES OF THE EYE
Glasses fitted and furnished.
Office Hours: 1-3 and 7-8 p. m.
Sundays by Appointment Only.

Insect With Spring-Board Nose.
Among the curious insects of the
Malay peninsula studied by a member
of the London Zoological Society is
one called the lantern fly, which is re-
markable for its sudden leaps, made
without the aid of its wings. It was
only after the observer had carried a
specimen to London and carefully ex-
amined it that he discovered that a
curious projection on the front of its
head, a kind of nose with a crenate
in it, was the leaping organ. When
bent back under the abdomen and sud-
denly released it sent the insect fly-
ing.

British Coinage.
Seven million coins are turned out
every week by the British mint. One
week's output of coins would, if laid
out in a single layer, make a gold,
silver and copper carpet ten yards
wide and more than a quarter of a
mile long.

HORSE RACING!

Manchester Fair Grounds
Manchester Center, Vermont

SATURDAY, JULY 30, 1921.

THREE RACES

2:19, 2:30 and 2:45 CLASSES

Racing to Start at 2:15 P. M. Sharp

PURSES: 50 bushels Oats for Each Race

Rules of National Trotting Association to govern.

Manchester Band in Attendance.

Admission 40c

Grandstand 10c

Battenkill Valley Industrial Society
by C. R. Ames, Supt. of Racing.